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3 July 1962

SUBJECT: Monthly Commander's Report for June 1962

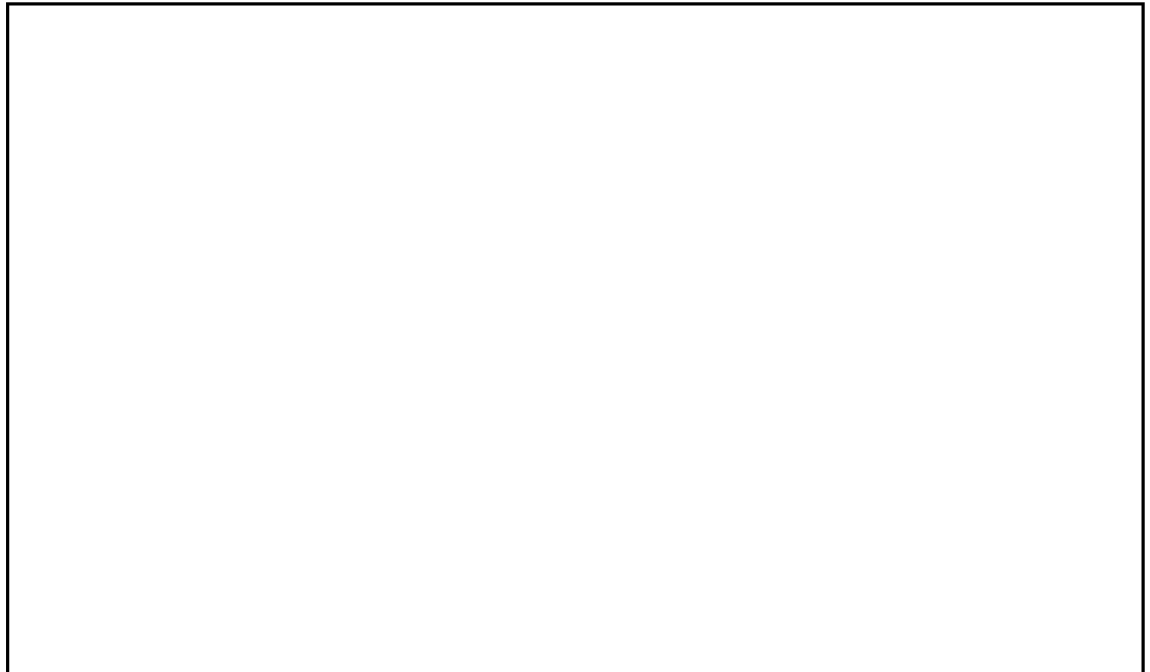
TO: Chief, DPD

A. General

This was our most productive month to date. We were all very happy with the results of GRC-112. In my opinion this mission did much to relieve any apprehension on the part of the [] and the []. The [] all appear quite confident now and I think we will see some better navigation this month. On the missions this month I noticed a remarkable increase in the accuracy of our weather forecasts. We have no major problems and are looking forward to a break in the weather toward the end of July. We enjoyed the visit of IDENTITIES A and B and feel assured that they benefitted from their visit here and we will benefit from their staff actions on return to Headquarters.

B. Administration

1. Personnel movements during June 1962



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2. Personnel Requirements

[] is scheduled to complete his tour at [] on 2 September. Please advise status of this replacement.

3. General

The two new rooms being added to the Hostel were completed just in time to accommodate the additional [] crew which arrived on 26 June. This additional space enables us to billet [] without having to place three men in a room. We request as much advance notice as possible of any future temporary or permanent additions to our personnel strength to allow us to make the necessary arrangements for beds and linens.

4. Financial expenditures for the Month of June totaled [] A breakdown is enclosed as Attachment 1.

C. Operations

1. [] 358 and 378 were flown a total of 68:30 hours. Sorties were flown as listed below:

- A. One LOWNOTE mission.
- B. 7 [] training flights.
- C. 4 maintenance test flights.
- D. 5 NESTEGG missions.

2. Two LOWNOTE missions were scheduled during the month. One of these was flown, the other was cancelled due to adverse weather in the target area.

3. Eight NESTEGG missions were scheduled. Five of these were flown, as noted above, and three were cancelled.

4. Five maintenance test flights were scheduled, but one was cancelled because maintenance had not completed the required repair work.

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5. Flight Planning Section

- a. One new training mission was added to the library.
- b. All maps presently in use were inventoried and the outdated ones were replaced with the new series.
- c. As an aid to navigation, the CHICOM radio stations that have been successfully picked up on previous missions are recorded and will be used to provide more accurate navigation data for future missions.
- d. All Headquarters canned missions were completed and are ready for use.

6. Personal Equipment Section

- a. Additional walk-around oxygen bottles have been put into into service. This will facilitate [] with a minimum separation time of 30 minutes between flights.
- b. After much confusion with the exchange of [] seat packs, we are back to normal status with only 1 spare seat kit.

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7. Photo Interpretation Section

- a. Reviewed film for seven training flights.
- b. Reviewed film for six operational missions.
- c. Reviewed film for four maintenance test flights.
- d. Completed a total of 28 overlays for operational requirements.
- e. Performed the additional duties of Air Operations Clerk.

8. General

Approximately 6 hours of ground school was given to all []
The following subjects were covered: Auto Pilot System, Ejection Procedure, Pre Landing and Landing Procedures to be used in case of bailout, the automatic parachute release system "GREEN APPLE", life preserves, RES-Q-PAK, and the life raft.

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D. Material

1. New Specification Containers and Technical Instructions apparently have eliminated the recurrence of fuel samples arriving at Wright-Patterson laboratories in an unacceptable condition. Three batches of samples were sent during the first week and test results were satisfactory for two. The third batch (490 drums) will be disposed of as per later instructions from Headquarters.

2. These 490 drums of condemned fuel have created a storage problem for the past three months. Disposal instructions have twice been requested from Headquarters. The first instructions received were neither feasible or economical and in my opinion just delayed the problem. The second set of disposal instructions were also in error. They instructed me to turn the 490 drums over to the AFP 5240 at IDENTITY N. The AFP 5240 is at IDENTITY O which is 200 miles South of here. These instructions were indicative of a lack of research by the sender and did nothing to assist us. I have now proceeded to dispose of the fuel utilizing my own judgement.

E. Maintenance

1. A total of seventeen sorties were flown during the month for for a total of 68:30 hours flying time. [] 358 was flown 37:30 hours; total airframe hours 1844:55; 23:20 hours remain on [] before PE inspection is due. [] 378 was flown 31:00 hours; total airframe hours 891:35; 92:00 hours remain on [] before PE inspection is due.

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2. [] 342 arrived at base 26 June from the ZI. 41:10 hours remain on engine before engine change is due and 52:20 hours remain on airframe before PE inspection is due.

3. During this period we had a few repeated instrument discrepancies on the two []. Air speed indicator mach needle read too high and cabin altimeter fluctuated five hundred to thousand feet during flights. UR's were made out for these two items.

4. Replacement parts arrived for aft section of fuselage for [] 358 on 6 June. Repair to [] was completed on 9 June and test flown on 11 June. AC generator went out five minutes after Take-off. Engine was pulled back the following day, two broken wires were found on AC harness.

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5. [] 378, hundred hour PE inspection was performed during this period. [] was in for inspection from 18 June thru 23 June, [] was test flown 24 June, OK test flight was made good. During this inspection period the AC generator was found with two stand-off brackets holding the wire harness clamps broken off. Two noise suppressors were found to be broken off where they are held on to the generator casting, and it's probable that one or both of them fell against one or more terminals and caused a short circuit of the generator. During the previous mission pilot used AC generator for a total of 7:50 hours during duration of 8:25 hours flight time. Previous to this flight there had been one notation that AC warning light came on during one other flight. Pilot reset switch and light went out. Ground check revealed generator was set a little high on voltage, but otherwise OK, so it continued to fly until tear down revealed the failure. Stainless steel stand-off brackets were installed to hold harness on generator.

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6. [] 358 has 23:20 hours remaining on airframe before PE inspection is due. Estimated time [] will be out of commission for PE will be approximately seven days. During this PE inspection wing flap screw jack assemblies are due to be replaced for five hundred hour time item change. Two S/B's to be performed during this period. Estimated man-hours to complete the installation, seventy-four hours.

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One S/B was performed and completed on [] 358 and five S/B's completed on [] 378 during the month of June.

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7. Seven-hundred and seven barrels of fuel arrived by surface transportation on 4 June. On 19 June, a cable was received that this fuel was checked for thermal stability and OK'd for operational missions. As of this date, 2 July, we have 34,219 gallons of fuel OK'd for operational missions.

8. Auto Pilot Maintenance Activity

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a. [] 342 - The ferry pilot reported the system to be in satisfactory condition. No other flights on this [] this month.

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b. [] 358 - We have had five write-ups on this system out of eight flights. Although I am certainly not satisfied with the performance of this system, I would like to point out that the write-ups have been of a minor nature, and none of the write-ups have been repeated. I believe the crew chief intends to replace the main elevator cables on the next periodic inspection and thorough check on all components will be made to try to take the bugs out of this system.

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c. [] 378 - We have had nine flights on this []
this month with no write-ups on the auto pilot or compass systems.

[]

F. Security

In addition to maintaining normal security functions, the Security Office directed, coordinated, and handled movement of all "take" from six missions.

G. Special Equipment

1. Six operational missions were flown during the month for a total footage of 64,300 feet. One malfunction occurred on Mission 6058 causing a 26% loss of mission footage. The malfunction occurred in a micro switch in the programming cam assy. This resulted in the shutter pulse not reaching the shutter. No training or test missions were flown.

2. [] - 3 Serial Number 9 was received from [] It was inspected and checked out and found to be in excellent condition and has been used on operational missions.

3. Routine maintenance and service bulletins were accomplished.

H. Communications

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3. Our continuing efforts to reduce P Band noise have resulted in the complete elimination of any persistent noise patterns, although there continues to be elusive noises of a non-recurring type on some missions.

4. Headquarters has concurred with our suggestion that we evaluate a transistorized type of information amplifier currently in use by other organizations.

5. [] 342 arrived during this reporting period. It was equipped with a full complement of [] - 8, 26, and 30 components.

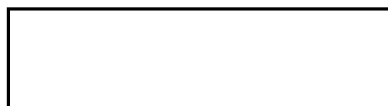
6. Construction is continuing on the addition to the ELINT shop.

I. Medical

1. Medical supplies ordered on 1 June from Headquarters have not yet arrived.

2. Sleeping tablets for [] pre-mission use have been received from [] Station. They are a mild hypnotic and do not usually have any "hang-over" effect.

3. A revised immunization schedule has been forwarded to us from [] Station and will be put into effect this month.



Attachments:

1. Summary of June 1962 Expenditures, in dupl, h/w
2. Flying Accomplishment Chart, 1 copy, h/w
3. Identities, in trip, u/s/c

Distribution:

0 & 2 - Hqs, w/atts as stated

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